



Bay Area Infrastructure
101 8th St., Oakland, CA 94607
TEL 510.817.5700
EMAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: BAIFA

DATE: October 15, 2014

FR: Executive Director

W. I. 6840

RE: Contract – Bay Area Managed Lanes Implementation Plan: CDM Smith, Inc. (\$1,000,000)

This memorandum requests the Authority's approval to enter into a contract with CDM Smith, Inc. to develop the Bay Area Managed Lanes Implementation Plan (MLIP) in an amount not to exceed \$1,000,000.

Background

MTC, the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) are committed to the planning, operational analysis, and implementation of regional managed lanes on the state highway system in the nine-county Bay Area. Managed lanes are exclusive lanes set aside within a freeway, separated from general purpose lanes, and are actively managed using a variety of fixed or real-time strategies, such as pricing, vehicle eligibility, or access control. High occupancy vehicle (HOV) lanes, express lanes, and express toll lanes are examples of managed lanes. Over the next 18 months, MTC, Caltrans and CHP will co-lead the preparation of the MLIP, which will update and supersede the HOV Master Plan approved by the Commission in 2002. The purpose of the MLIP is to define priority strategies for full network development and operational policies that will guide the current and future operations of the regional managed lanes system. The MLIP will set a course for new or improved ways of developing, managing and operating our existing, planned, and future managed lanes system.

BAIFA will execute the MLIP contract under its authority because the effort is funded through the Express Lanes Capital Budget managed by BAIFA. However due to the effort's broad policy implications for HOV lanes and express lanes throughout the region, staff expects to seek (1) policy guidance for the MLIP from the MTC Operations Committee, and (2) Commission adoption and approval of the final plan.

Procurement Process

On June 27, 2014, BAIFA issued a Request for Proposal (RFP) for consultant assistance to develop the MLIP. The scope included managed lanes system evaluation, a system expansion plan, operational policies, system enhancements, and stakeholder outreach. BAIFA staff held a Proposer's Conference on July 15, 2014 to provide the project overview and answer questions about the RFP. BAIFA received five proposals by the due date of August 14, 2014 from the following consultant teams: CDM Smith, Inc., CH2M HILL, Cambridge Systematics, Inc., Stantec Consulting Services Inc., and URS Corporation Americas. All five proposers met the minimum qualifications.

Evaluation Process

The proposals were evaluated by a panel composed of two staff from BAIFA and one staff each from Caltrans Headquarters, Caltrans District 4, and Contra Costa Transportation Authority. A third BAIFA staff served in an advisory role. Proposals were scored based on the following evaluation criteria as stipulated in the RFP: approach, experience, presentation effectiveness, cost effectiveness, and allocation of resources. The panel members scored each of the proposals individually and then met as a panel to discuss the proposals. The panel identified a short list of three proposers to advance to the interview phase of the procurement process: CDM Smith, Inc., CH2M HILL, and Stantec Consulting Services, Inc.

In-person interviews were held in early September. Proposers presented their team qualifications, explained their approach to engaging partner agencies and the public, and answered questions about their proposals. Following the interviews, the evaluation panel members discussed how each proposal met the evaluation criteria, and the panel members then adjusted their scores as they saw fit.

Evaluation Results

Below are the final scores of the three short-listed proposers based on their written proposals and interviews.

Evaluation Factors	CDM Smith	CH2M HILL	Stantec
Approach (max 35 points)	30.8	27.6	24.6
Qualifications (max 30 points)	27.2	26.4	24.8
Presentation Effectiveness (max 15 points)	13.6	12.2	7.6
Cost Effectiveness (max 10 points)*	7.6	8.0	6.8
Allocation of Resources (max 10 points)	7.4	7.6	6.2
Total (max 100 points)	86.6	81.8	70.0

*The cost proposal for each team is as follows: \$998,591 for CDM Smith, \$971,500 for CH2M HILL, and \$891,621 for Stantec. Note that Stantec had the lowest price because they allocated considerably lower staff hours to multiple tasks when compared to the other firms. While CH2M Hill had a lower price, the panel found CDM Smith strongest in approach, qualifications, and presentation effectiveness.

The panel recommends CDM Smith, Inc. as the consultant team most advantageous to BAIFA because CDM Smith, Inc. fully understands the purpose of the project and has a clearly-defined approach for completing each of the project tasks. The team also has extensive local and national experience in relevant managed lanes projects. The Project Manager has over 40 years of Bay Area experience in transportation/transit planning and established relationships with many regional stakeholders. Their strategy for executing the partner and public engagement plan is on target with BAIFA's expectation.

Recommendation

Staff recommends that the Authority authorize the Executive Director or his designee to negotiate and enter into a contract with CDM Smith, Inc. in an amount not to exceed \$1,000,000, which includes a \$1,409 project contingency, to develop the Bay Area Managed Lanes Implementation Plan.



Steve Hemminger

SH: lz

REQUEST FOR AUTHORITY APPROVAL

Summary of Proposed Contract

Work Item No.: 6840

Consultant: CDM Smith, Inc., San Francisco, CA

Work Project Title: Bay Area Managed Lanes Implementation Plan (MLIP)

Purpose of Project: To develop the Bay Area MLIP

Brief Scope of Work: Consultant shall work with BAIFA, Caltrans and CHP to develop a comprehensive assessment and plan of action for the entire existing, planned, and future managed lanes system in the Bay Area, focusing on both managed lanes network development and operational policies.

Project Cost Not to Exceed: \$1,000,000 (comprised of \$998,591 plus a contingency of \$1,409)

Funding Source: BATA Capital Program Budget

Fiscal Impact: Funding is included in the Express Lane Capital Project Budget, as adopted in the FY 2014-15 Toll Bridge Program Operating and Capital Budget (BATA Resolution No. 113).

Motion by Authority: That the Executive Director or his designee is authorized to negotiate and enter into a contract with CDM Smith, Inc. to develop the Bay Area Managed Lanes Implementation Plan, as described above and in the Executive Director's memorandum dated October 15, 2014, and the Chief Financial Officer is directed to set aside funds in the amount of \$1,000,000 for such contract.

BAIFA:

Amy Rein Worth, Chair

Approved: Date: October 22, 2014